



## DEPARTMENT OF STATE INSTRUCTION

SECRET 1462

(Security Classification)

FOR RM/R USE ONLY

NO. CA-4264, November 20, 1959

COPY NO. 1

SUBJECT: Resumption of High Altitude Flights in the Berlin Corridors

References: Berlin's G-108; Bonn's G-209

TO: U. S. Mission, Berlin  
American Embassy, Bonn  
American Embassy, Paris

Paris for Meyersburg, FAA

The comments of Embassy Bonn and USBER are requested on the technical aspects of the proposal outlined in enclosure 1. The advice of USAFE and FAA representatives in Germany should also be sought. Mr. Meyersburg may be able to provide useful data on flight characteristics of the Caravelle, one of the aircraft which might be expected to take advantage of the proposed arrangements.

Enclosure 2 (Discussion Paper) summarizes the arguments in favor of early resumption of high altitude flights in the corridors in conjunction with introduction of the arrangements suggested in enclosure 1.

Enclosure 3 is a map of the present corridors with the suggested arrangements superimposed (1 copy each to Bonn, Berlin and Paris).

It should be borne in mind that only a principle is being advanced in the accompanying enclosures. Suggested altitudes as well as the line 12 degrees east longitude (the only point common to all three corridors at a reasonable distance from Berlin) are merely illustrative. The "let-down" line could almost certainly be placed farther to the west in the Berlin-Frankfurt corridor. The aircraft most likely to benefit from use of such higher levels in the corridors in the near future would be the turbo-prop C-130 and possibly the Viscount and the pure jet Caravelle. For some time to come it appears unlikely that any large jets such as the Boeing 707 would be able to land at any West Berlin airport. Therefore, the flight characteristics of such aircraft need not be taken into account at this time. The proposal makes provision for reconsideration and adjustment of arrangements if and when they become necessary.

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This proposal is still being discussed at the working level, and your comments as to its practicability will be taken into consideration before any final decision is made. If the proposal appears feasible, Bonn and Berlin should inform the Department urgently of their agreement to the principle and proceed to work out the technical details for later presentation to our Allies and to the Soviets. For the time being there should be no discussion outside the U. S. Government.

✓ Enclosures: *Shurt*

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1. Proposed Formula for Conduct of High Altitude Flights in Berlin Corridors.
2. Discussion Paper.
3. Map.

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